

FUEL SYSTEM

PRECAUTION

1. BEFORE WORKING ON FUEL SYSTEM

- (a) Do not work near an open flame.
- (b) Keep gasoline away from rubber and leather parts.
- (c) Perform the "DISCHARGE FUEL SYSTEM PRESSURE" procedures below before disconnecting the fuel line to prevent gasoline from spilling out.

2. DISCHARGE FUEL SYSTEM PRESSURE

CAUTION:

- The "DISCHARGE FUEL SYSTEM PRESSURE" procedures must be performed before disconnecting any part of the fuel system.
- After performing the "DISCHARGE FUEL SYSTEM PRESSURE" procedures, pressure will remain in the fuel line. When disconnecting the fuel line, place a cloth or equivalent over fittings to reduce the risk of fuel spray.

(a) Remove the console box (see page [IP-16](#)).

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(b) Disconnect the connector.

(c) Start the engine. After the engine has stopped, turn the ignition switch OFF.

HINT:

DTC P0171/P0172 (system too lean) may be set.

(d) Check that the engine does not start.

(e) Remove the fuel tank cap, and let the air out of the fuel tank.

(f) Connect the connector.

(g) Install the console box (see page [IP-23](#)).

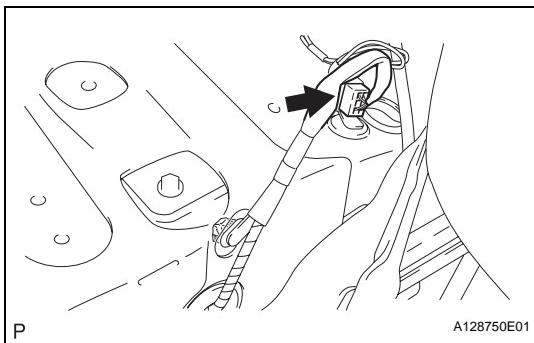
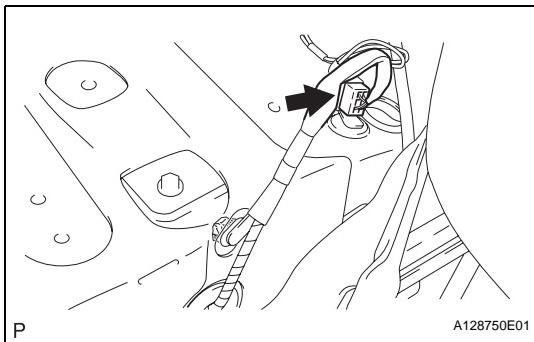
3. FUEL SYSTEM

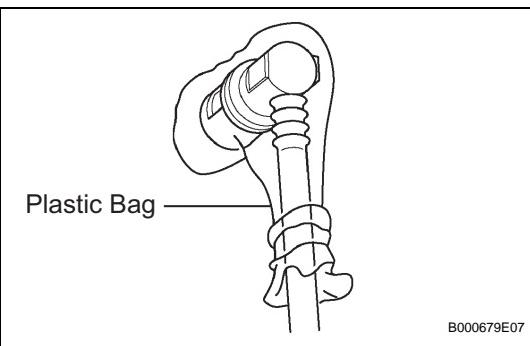
(a) When disconnecting the high fuel pressure line, a large amount of gasoline will spill out, so observe the following procedures:

(1) Discharge the fuel system pressure.

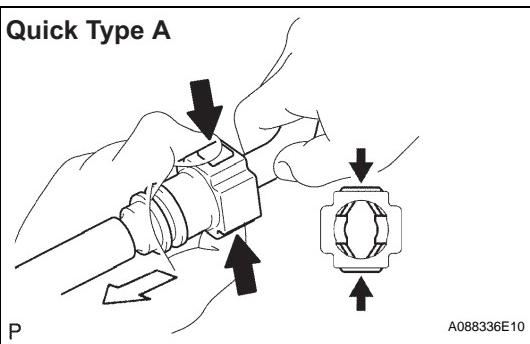
(2) Disconnect the fuel pump main tube (see page [FU-22](#)).

(3) Drain the fuel that remains inside the fuel pump main tube.



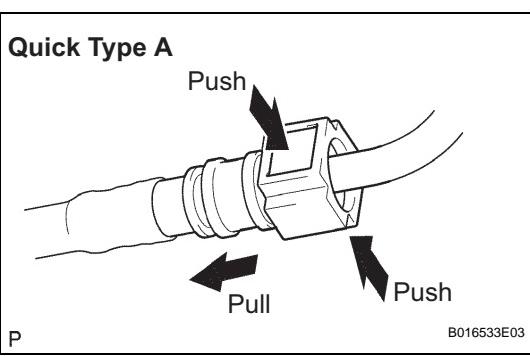


- (4) To protect the disconnected fuel pump main tube from damage and contamination, cover it with a plastic bag.
- (5) Put a container under the connection part.

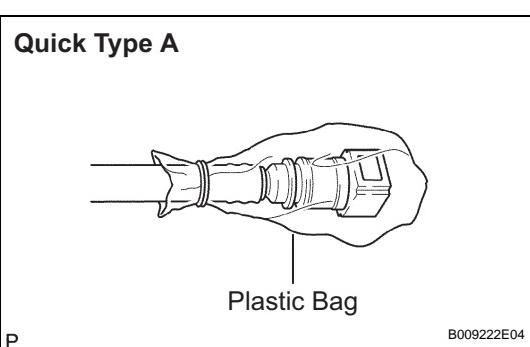


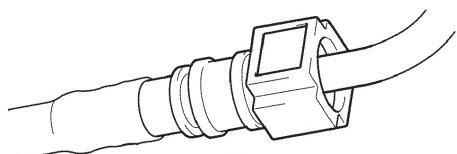
- (b) Observe the following precautions when disconnecting the fuel tube connectors (quick type A):

- (1) Remove the No. 1 fuel pipe clamp.

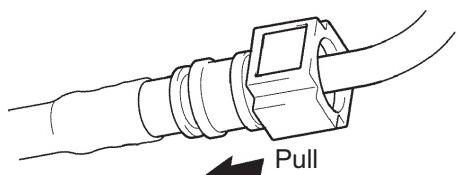


- (2) Check that there is no dirt or other foreign objects on the pipe and around the connector before disconnecting them. Clean them if necessary.
- (3) Disconnect the connector from the pipe by hand.
- (4) When the connector and the pipe are stuck, push in and pull on the connector to release it and pull the connector out of the pipe carefully.
- (5) Check that there is no dirt or other foreign objects on the sealing surface of the disconnected pipe. Clean it away if necessary.
- (6) Do not damage the disconnected pipe and connector, and prevent intrusion of foreign objects by covering them with a plastic bag.



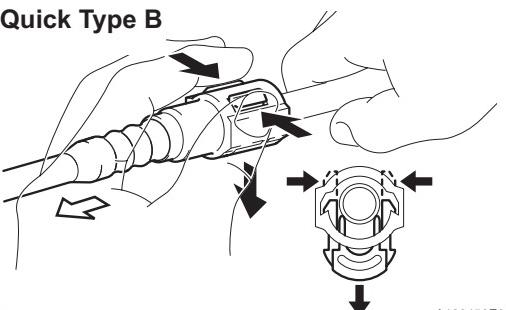
Quick Type A

Push ➡



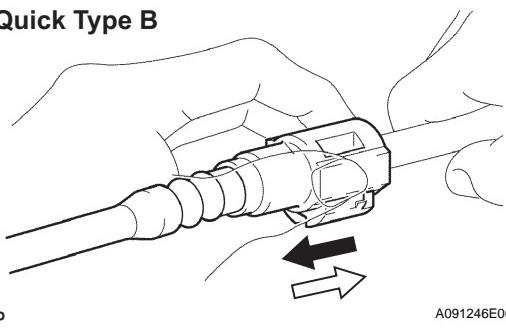
Pull ➡

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Quick Type B

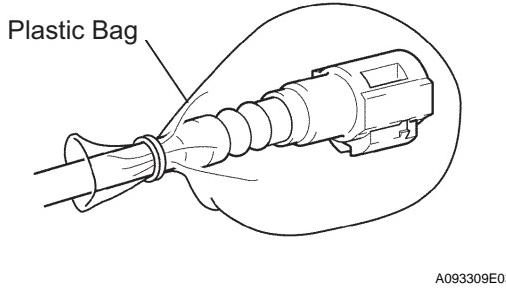
P

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Quick Type B

P

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Quick Type B

Plastic Bag

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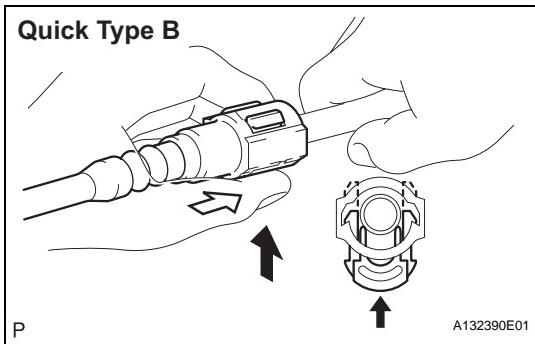
- (c) Observe the following precautions when connecting the fuel tube connectors (quick type A):

- (1) Check that there is no damage or foreign objects in the connected part of the pipe.
- (2) Match the axis of the connector with the axis of the pipe, and push the pipe into the connector until the connector makes a "click" sound. If the connection is tight, apply a small amount of fresh engine oil to the tip of the pipe.
- (3) After finishing the connection, check if the pipe and the connector are securely connected by pulling on them.
- (4) Check for fuel leaks.

- (d) Observe the following precautions when disconnecting the fuel tube connector (quick type B):

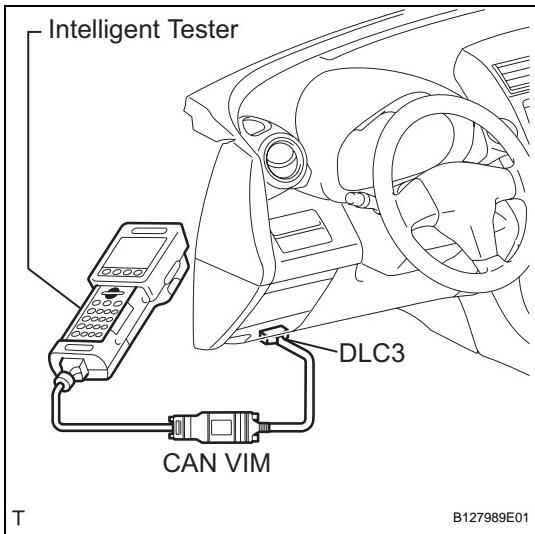
- (1) Check that there is no dirt or other foreign objects around the connector before disconnecting the fuel pump tube.
- (2) Detach the 2 claws of the connector retainer. Push down on the connector and disconnect it from the pipe.
HINT:
Be sure to disconnect the connector by hand.
- (3) If the connector and pipe are stuck, pinch the fuel pipe by hand and push or pull on the connector to disconnect it.
- (4) Check that there is no dirt or other foreign objects on the sealing surface of the disconnected pipe.

- (5) Do not damage the connector and pipe, and prevent intrusion of foreign objects by covering them with a plastic bag.



- (e) Observe the following precautions when disconnecting the fuel tube connector (quick type B):
 - (1) Match the axis of the connector with the axis of the pipe. Push the pipe into the connector and push up on the retainer.
HINT:
If it is hard to make the connection, apply a small amount of engine oil to the tip of the pipe.
 - (2) After finishing the connection, pull on the connector and pipe and make sure that they are securely connected.
 - (3) Check for fuel leaks.
- (f) Observe the following precautions when handling a nylon tube:
CAUTION:
 - Do not twist the connection part of the nylon tube and the quick connector when connecting them.
 - Do not bend or twist the nylon tube.
 - Do not remove the EPDM protector on the outside of the nylon tube.
 - Do not close the piping by bending the nylon tube.

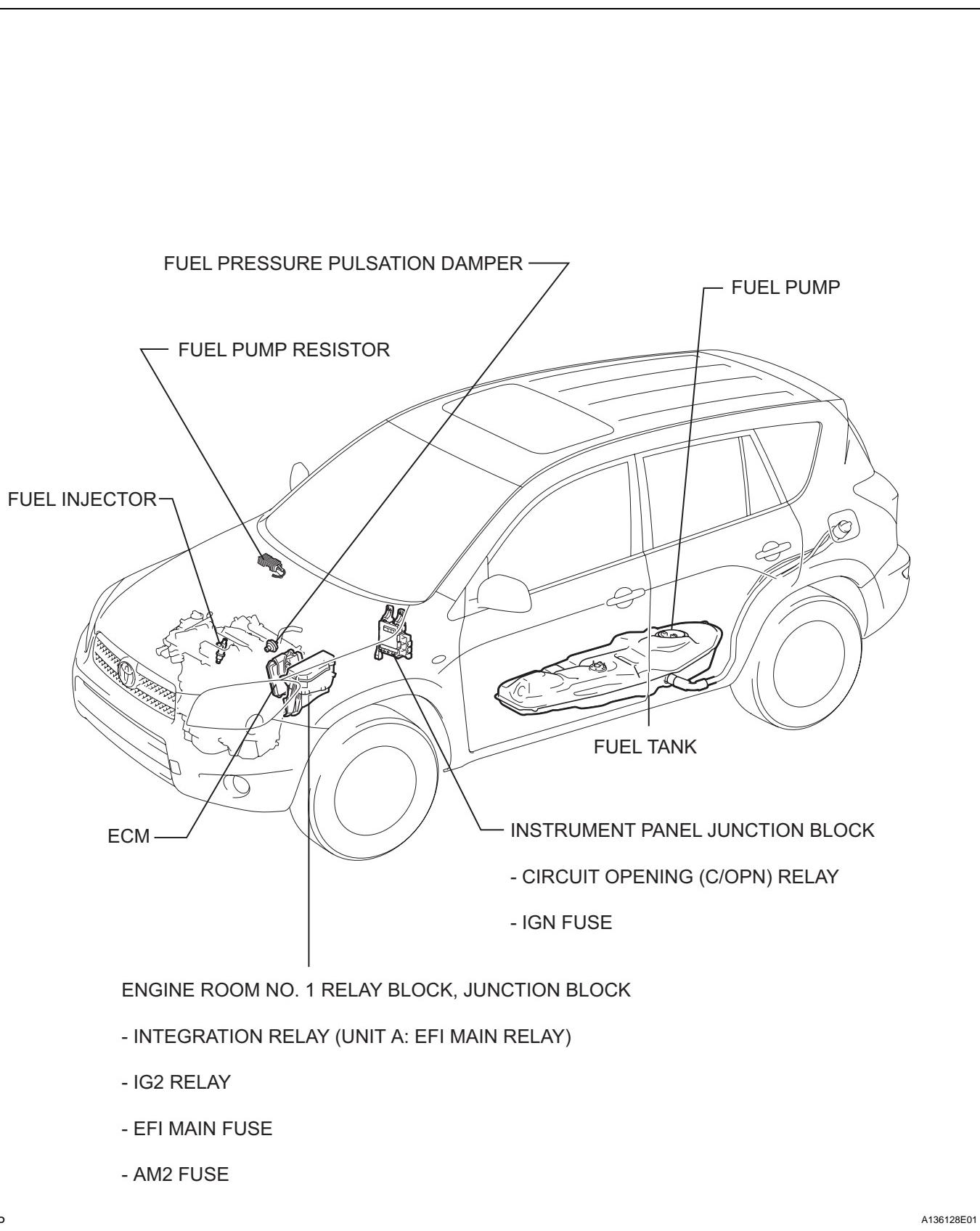
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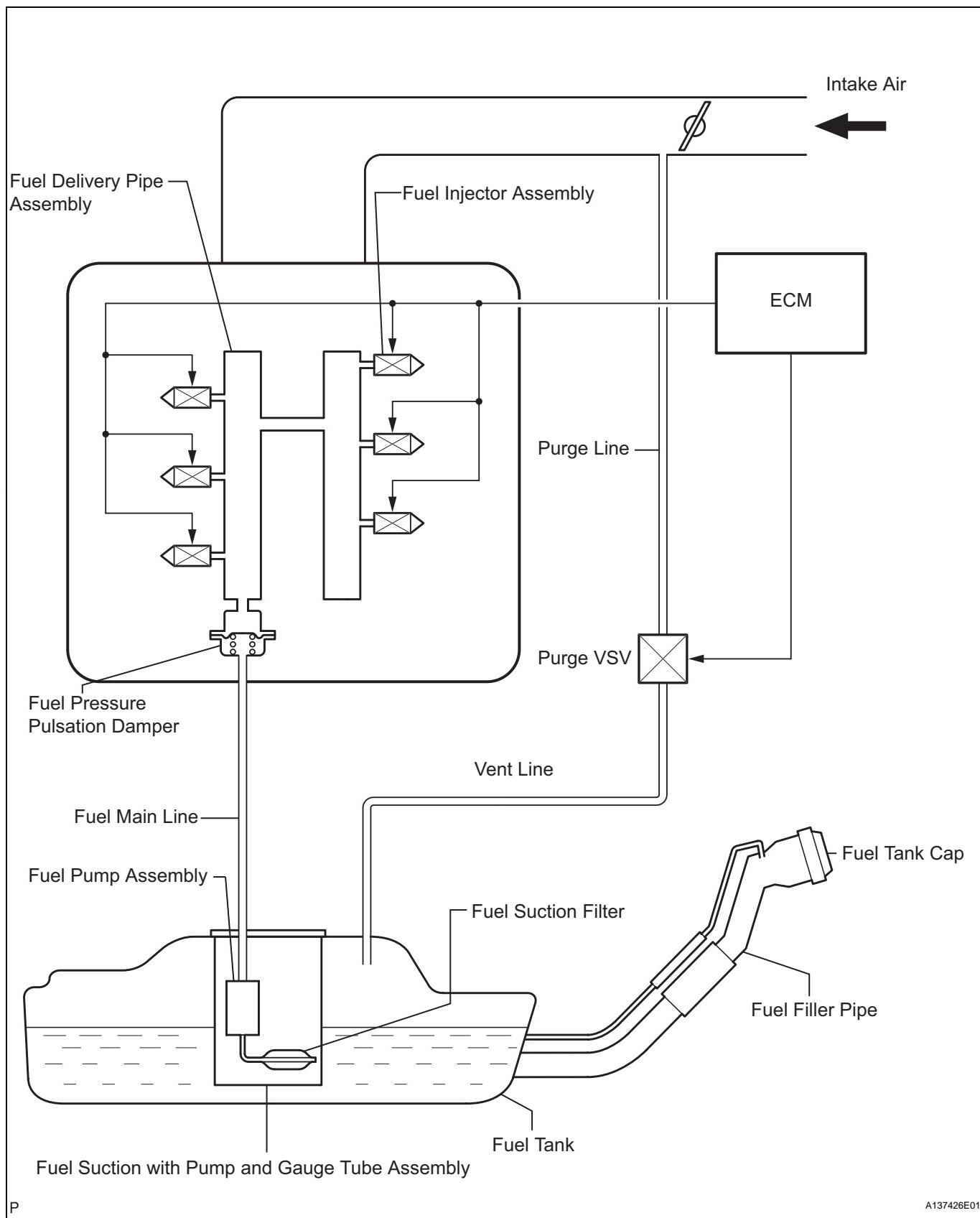


4. CHECK FOR FUEL LEAKS

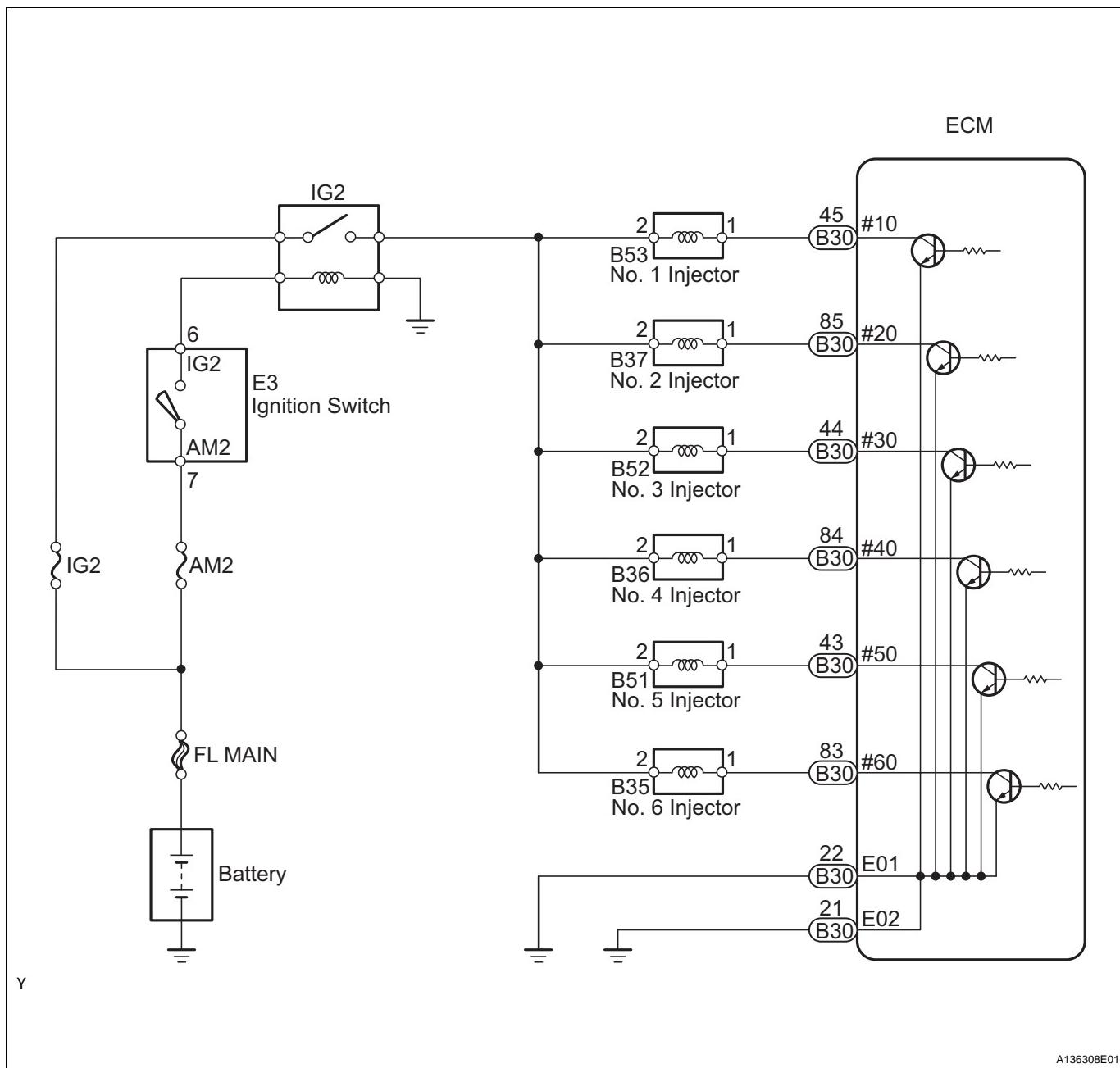
- (a) Make sure that there are no fuel leaks after performing maintenance on the fuel system.
 - (1) Connect the intelligent tester to the DLC3.
 - (2) Turn the ignition switch ON, and push the intelligent tester main switch ON.
NOTICE:
Do not start the engine.
 - (3) Select the Active Test mode on the intelligent tester.
 - (4) Check that there are no leaks from the fuel system.
 - (5) Turn the ignition switch OFF.
 - (6) Disconnect the intelligent tester from the DLC3.

PARTS LOCATION



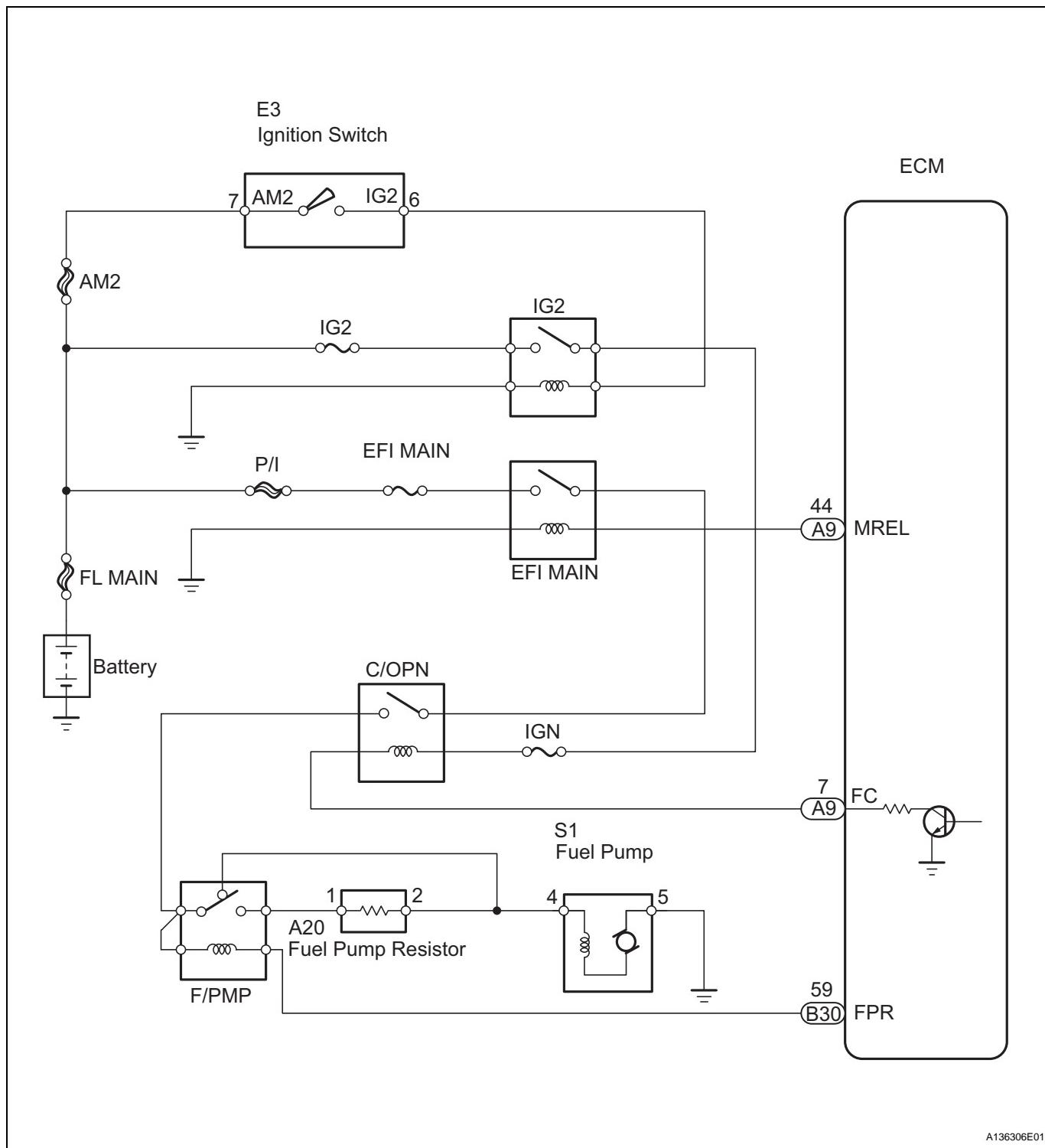
SYSTEM DIAGRAM**1. FUEL FLOW DIAGRAM**

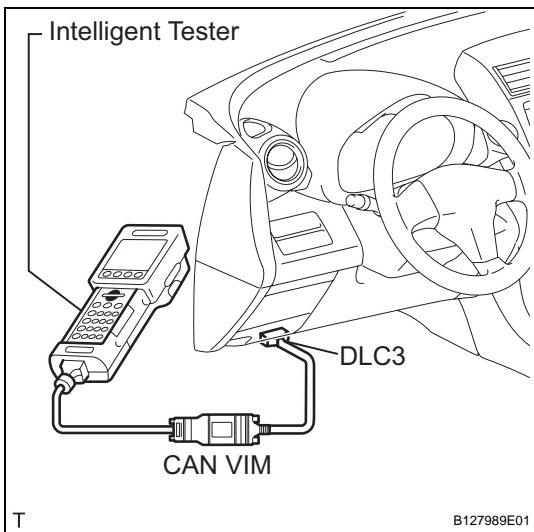
2. FUEL SYSTEM WIRING DIAGRAM



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3. FUEL SYSTEM WIRING DIAGRAM





ON-VEHICLE INSPECTION

1. CHECK FUEL PUMP OPERATION

- Connect the intelligent tester to the DLC3.
- Turn the ignition switch ON.

NOTICE:

Do not start the engine.

- Select the following tester menus: DIAGNOSIS, ENHANCED OBD II, ACTIVE TEST and FUEL PUMP/SPD. Operate the fuel pump.
- Touch the fuel hose in the engine compartment to check the fuel flow, and you will be able to hear the sound of the fuel pump.
- Stop the fuel pump. If there is no fuel flow, the fuel pump may not be operating. Check the fuel pump circuit.

2. CHECK FUEL PRESSURE

- Check that the battery positive voltage is above 12 V.
- Perform the "DISCHARGE FUEL SYSTEM PRESSURE" procedures (see page FU-1).
- Disconnect the cable from the negative (-) battery terminal.
- Disconnect the fuel main tube (see page FU-22).
- Install SST (pressure gauge) using SST and a fuel tube connector as shown in the illustration.

SST 09268-41048 (90467-13001, 95336-08070, 09268-41500), 09268-45014 (09268-41200, 09268-41220, 09268-41250)

- Wipe up any gasoline.
- Reconnect the cable to the negative (-) battery terminal.
- Start the engine.
- Measure the fuel pressure at idle.

Standard fuel pressure:

304 to 343 kPa (3.1 to 3.5 kgf/cm², 44.1 to 49.7 psi)

- If the fuel pressure is greater than the standard value, replace the fuel pump.
- If the fuel pressure is less than the standard value, check the connection of the fuel hose and the fuel pump.

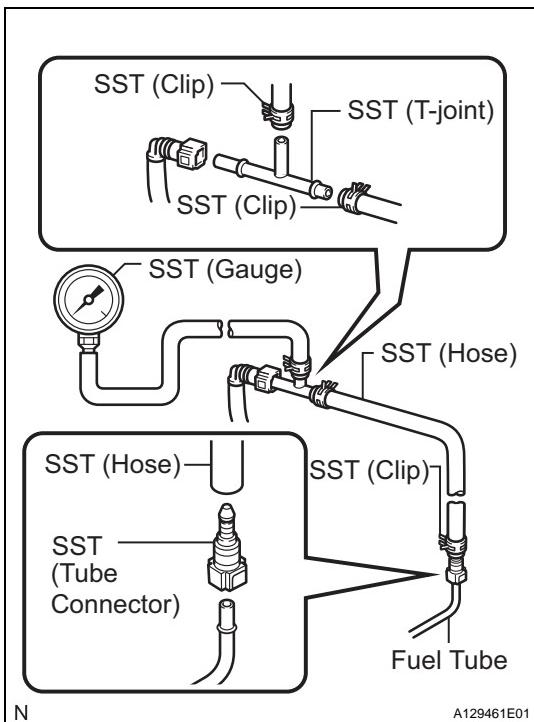
- Stop the engine.
- Check that the fuel pressure remains as specified for 5 minutes after the engine stops.

Standard fuel pressure:

147 kPa (1.5 kgf/cm², 21 psi) or more

If the fuel pressure is not as specified, check the fuel pump or fuel injector.

- After checking the fuel pressure, carefully disconnect the negative (-) battery cable, and remove SST and fuel tube connector to prevent gasoline from splashing.
- Reconnect the fuel main tube (see page FU-29).



(n) Check for fuel leaks.

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